



**Date:** March 1, 2012

**To:** Thomas J. Bonfield, City Manager  
**Through:** Theodore L. Voorhees, Deputy City Manager  
**From:** Marvin G. Williams, Director of Public Works

**Subject:** Agenda Item - Street Acceptance

**Executive Summary**

Pursuant to City ordinance, streets shall be considered for acceptance for maintenance by the City of Durham when the streets are improved in accordance with requirements established by the City Council. The following streets have been improved to City of Durham standards:

Erwin Road Mixed Use

- 1) Downing Street – from the north curb line of Erwin Road north to the end of construction (490’.)

Marena Place

- 1) Marena Place – from the north curb line of Ephesus Church Road north to the end of construction @ STA 16+22.54 (603’), and
- 2) Teahouse Court – from the centerline of Marena Place west through the cul-de-sac (262’.)

Brightwood Trails – Phase 1

- 1) Poplar Street – from the east curb line of Sherron Road east to the end of Phase 1 construction @ STA 9+30 (905’), and
- 2) Ember Drive – from the east curb line of Sherron Road east to the end of Phase 1 construction @ STA 11+48.76 (1,024’), and
- 3) Gilman Street – from the centerline of Poplar Drive south past Ember Drive to the end of Phase 1 construction at STA 9+60 (496’), and
- 4) Buckhead Court – from the centerline of Ember Drive south through the cul-de-sac (132’), and
- 5) Dawson Court – from the centerline of Ember Drive southwest through the cul-de-sac (161’), and

- 6) Woodsey Court – from the centerline of Ember Drive north through the cul-de-sac (160’.)

**Recommendation**

The Public Works Department recommends that the City Council accept the above named streets for maintenance by the City of Durham.

**Background:**

These streets are in various areas that have been developed and annexed into the City. Per the various extension agreements executed with the developers, street rights of way have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreements, they would be accepted for maintenance by the City.

**Issues and Analysis:**

Past practice has dictated that the City of Durham accept streets that are part of new developments with dedicated public rights of way as defined by the extension agreements.

**Alternatives:**

The alternative to accepting these streets from the various developers would be to decline their requests and ask that they continue to maintain these streets under a private maintenance program.

**Financial Impacts:**

Accepting these streets would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing resulting in additional State Powell Bill funds for the City.

**SBDE Summary:**

N/A

ERV/mln

cc: Nathan McHenry, Engineering  
Graham Summerson, Engineering  
Albius Mufalo, Engineering  
Tony Haithcock, Engineering  
David Cates, Public Works  
Steve Miller, Water & Sewer Maintenance  
Tom Lucas, Water & Sewer Maintenance  
Mark Ahrendsen, Transportation  
Terry Thompson, Transportation  
Benita Quick, Roadway Appearance  
Elizabeth Poole, Communications  
Michael Balzarano, Street Maintenance  
Peggy McFarland, Accounting  
Rose Britton, Accounting